[SHRI RAM VILAS PASWAN]

and other backward/neglected areas. Hon'ble Prime Minister, Sh. H.D. Deve Gowda ji has been a great source of support and encouragement in all our developmental efforts. I wish to express my gratitude for all the support given by him. I also wish to place on record our appreciation of the dedication and devotion with which the railwaymen have carried out their assigned tasks.

With these words, Sir, I commend the Railway Budget for 1997-98 to the House.

13.39 $\frac{1}{2}$ hrs.

*DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1994-95

[Translation]

THE MINISTER OF RALIWAYS (SHRI RAM VILAS PASWAN): Mr. Speaker, Sir, I beg to move a statement (Hindi and English Version) Showing the Demands for excess grants in respect of the Budget (Railways) for the year 1994-95.

Demands for Excess Grants (Railways) for the year 1994-95 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand to be submitted to the Vote of the House
1	2	3
8	Operating Expenses-Rolling Stock & Equipment	1,57,81,798
14	Appropriation to Funds	366,39,46,659
16	Assets-Acquisition, Construction and Replacement *Other Expenditure*	
	Capital	23,53,27,736
	Total	391,50,56,193

[English]

MR. SPEAKER: The House stands adjourned for Lunch to meet at 2.40 p.m.

13.40 hrs.

The Lok Sabha then adjourned for Lunch till forty minutes past Fourteen of the Clock.

*Moved with the recommendation of the President:

14.48 hrs.

The Lok Sabha reassembled after Lunch at Forty Eight minutes pas Fourteen of the Clock.

[MR. DEPUTY SPEAKER *in the Chair*]

[Translation]

MATTERS UNDER RULE 377

(i) Need for conversion of Railway line between Neemuch and Ratlam into Broad Gauge

DR. LAXMINARAYAN PANDAY (MANDSAUR): Mr. Deputy Speaker, Sir, the conversion work of metre gauge into broard gauge from Kota to Neemuch under Western railway Ratlam-Ajmer division has been completed and every year allocation is being made in the Budget for gauge conversion between Neemuch and Ratlam. But due to inadequate allocations for this purpose every year, the conversion work which was to be completed in 1995-96, has not yet been completed and its work is going at snail pace. Though some work relating to construction of bridges, widening of track and repair works of some of the old bridges on this line has been done but still a lot of work has yet to be done. After gauge conversion, this line would facilitate the transportation of cement, sugar and oil and a broad gauge line would be available to the passengers between Ratlam-Kota. The public representatives, autonomous bodies, industrialists and general public have drawn the attention of the Government time and again towards this gauge conversion. I would also like to request this Government that this gauge conversion world not only improve the traffic between Ratlam and Kota but it would also enhance the railway revenue.

Therefore, I would like to request the hon. Minister to make provision for adequate funds for this gauge conversion work.

(ii) Need to Solve the Problem of Erosion Caused by River Yamuna Between Khair Tehsil (UP) and Palwal Tahsil (Haryana)

SHRIMATI SHEELA GAUTAM (ALIGARH): Deputy Speaker, Sir, I wish to draw your attention towards the flow of river Yamuna between block Tappal of Tehsil Khair of District Aligarh which comes under my Parliamentary constituency and Tahsil Palwal of Haryana.

Soil erosion is being caused by the floods which comes every year due to which land of Uttar Pradesh is being shifted towards Haryana. Chief Executive Engineer of Uttar Pradesh has clarified that Haryana State has executed works or the right bank of Yamuna in violation of the norms fixed by the Yamuna water commission as a result of which soil erosion towards Uttar Pradesh is obvious. It has also damaged one Kilometer strip of the national highway.

I, therefore, request you that this may be sorted out immediately calling an urgent meeting of Yamuna Water Committee.